

Attendance of the September 18, 2002 GMAC Meeting
(based on sign-in sheet)

| Name | Agency |
|-----------------------|--|
| Amos, Jeff | Don Breazeale and Associates |
| Aguilar, Javier | Port of Los Angeles |
| Bare, Gerald | Caltrans – District 7 |
| Bok, Susan | LADOT |
| Brown, Hon. Arthur C. | City of Buena Park |
| Calix, Robert | LACMTA |
| Carpenter, Jeff | City of Los Angeles Community Redevelopment Agency |
| Cartwright, Kerry | Port of Long Beach |
| Catz, Sarah | Golden State Gateway Coalition |
| Cheng, Luke | LACMTA |
| Clark, Trent | Caltrans – District 11 |
| Daniels, Hon. Gene | City of Paramount |
| DiCamillo, LaDonna | BNSF |
| Fetty, George | George Fetty and Associates |
| Fischer, Michael | Cambridge Systematics |
| Hashemi, Yadi | LADOT |
| Hicks, Gill | Gill V. Hicks and Associates |
| Jackson, Azurea | LACMTA |
| Kumar, Vin | Caltrans – District 7 |
| Lai, Sue | Port of Los Angeles |
| Lamberth, Chad | Caltrans – District 11 |
| Lau, Charles | Caltrans – District 8 |
| Lundy, Escalante | Caltrans Headquarters |
| McCarthy, James | Caltrans |
| Morrison, Dustin | California Highway Patrol |
| Murphy, Tim | Port of Los Angeles |
| Neely, Sharon | ACE Construction Authority |
| Park, Jinny | LACMTA |
| Randolph, Stan | Caltrans |
| Rodriguez, Alfonso | URS |
| Siecke, Ron | Wilbur Smith Associates |
| Smith, Steve | SANBAG |
| Stewart, Stacey | VRPA Technologies |
| White, Sgt. Nancy | California Highway Patrol |
| Wiggins, Stephanie | RCTC |
| Zeigler, John | Auto Club of Southern California |

SCAG Staff

Bowser, Alan
Faranesh, Zahi
Griffin, Mark
Iwai, Dale
Havens, Alan

Huddy, Bob
Wong, Philbert

**GOODS MOVEMENT ADVISORY COMMITTEE MEETING MINUTES
WEDNESDAY, SEPTEMBER 18, 2002**

1.0 CALL TO ORDER

Councilmember Art Brown, City of Buena Park, called the meeting to order. A list of those in attendance is included in the minutes.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Approval of the July 17, 2002 Minutes

ACTION: Motion to approve the minutes was accepted and seconded with no objections.

4.0 INFORMATION ITEMS

4.1 Update on the Status of Current Corridor Studies

Mr. Al Bowser, SCAG staff, presented this item. He discussed the Regionally Significant Transportation Improvement Study (RSTIS) process and highlighted four corridor studies currently in progress: I-5/SR-14, SR-138, US-101, and the I-710. The I-5/SR-14 study team is currently conducting technical analysis on five alternatives, and a preferred alternative will be selected in January 2003. The I-15 study is not yet underway, though it should begin in fall 2002. SCAG, SANBAG, and Caltrans Districts 7 and 8 are all involved in the project. The I-710 study is progressing, and goods movement played a large role in the development of alternatives. A locally preferred strategy will be selected in spring 2003. The US-101 corridor study extends from downtown LA to the SR-23, a distance of 40 miles. This study is expected to be completed by June 2004.

Mr. Stan Randolph, Caltrans, asked how the committee can become more involved in these studies. Mr. Bowser suggested that each of the project managers from their respective studies be invited to the GMAC at key points of the studies. Also, the agendas from the RSTIS Peer Review Group, which meets once every two months, could be included in the GMAC agendas.

4.2 Regional Prioritization Construct for the 2004 Regional Transportation Plan Update

Mr. Mark Griffin, SCAG, presented this item. The matrix of goods movement issues and problems that were developed for the 2001 RTP was used as a basis for the regional prioritization construct. The intention of the construct is to focus and prioritize the initiatives of the committee as well as assist the committee identifying major new initiatives that could potentially be included in the 2004 RTP. Mr. Griffin reminded the committee that the major goods movement components of the 2001 RTP will be carried forward into the 2004 RTP.

Mr. Robert Calix, LACMTA, noted that port ground access projects, though listed in the matrix as local, are regionally significant because of the regional impact those projects bear. Mr. Griffin agreed that local projects such as port ground access can be regionally significant. However, that type of improvement would probably be studied at the local level, hence the "local" classification. On the other hand, SCAG could partner with local entities to study such a project, and these projects can certainly be included in the RTP.

Mr. Hasan Ikhata, SCAG Interim Director of Planning and Policy, stated that a project ranked as "R" does not necessarily have a better chance of being included in the RTP than a project ranked as "L" or "C". The intention of the matrix is to look at projects beyond what is currently included in the RTP. It is also important to identify the agency or entity responsible for implementing these projects.

Chair Brown noted that the Colton Crossing is listed as a regional project, though the ACE and Orangethorpe Corridors are listed as county projects. This could lead to confusion when seeking federal funding. Mr. Kerry Cartwright, Port of Long Beach, suggested that the matrix be modified to list modes, types of projects, if a project is in a previous RTP, new projects, and perhaps a high, medium, and low ranking. Mr. Ikhata stated that the ultimate goal for the committee is to recommend to the TCC and RC a list of goods movement regional priorities and the associated projects to be included in the constrained Regional Transportation Plan. It will also be important to rank projects so that when the region seeks federal funding it has a prioritized list. The adopted RTP performance measures may assist the

committee in accomplishing this task. He also noted that SCAG is currently seeking input from the county transportation commissions, subregions, and local entities to submit a list of projects not in the 2001 RTP. Unfortunately, the cost for that list of projects will exceed currently available revenues, so there will need to be a determination as to which projects will be included in the constrained RTP.

Mr. Gill Hicks, Gill Hicks and Associates, believes that actual projects, not categories, should be prioritized. He also offered to present a set of innovative financing proposals that have been put forth at the next GMAC meeting.

4.3 Final Report on the Goods Movement Truck Count Study

Ms. Stacey Stewart, VRPA Technologies, and Mr. Michael Fischer, Cambridge Systematics, presented this item. She noted that the final report has been completed, and should be available next week. In conducting the truck count study, both classification count and intercept survey data were used. 151 screenline locations were counted, and intercept surveys were conducted at 10 locations. The surveys were consistent with the Caltrans Statewide Travel Survey, and over 3300 surveys were taken.

Data collected from the manual truck counts were compared against data from Caltrans Weight-In-Motion (WIM) data and AADT data. Manual truck counts for 5-axle trucks had a strong correlation at count locations close to WIM data count stations. The largest discrepancy was in 2-axle trucks, with the WIM data underestimating trucks when compared to the manual counts. However, overall there was strong agreement between the WIM and manual count data.

Adjustments were needed in order to directly compare the manual count data to AADT data. The disadvantage of AADT counts is that data for some locations is old, and some locations are not actually counted but rather are estimated. In comparing the data sets, there were large discrepancies between the two. Fortunately, these discrepancies are not statistically significant.

Intercept surveys were taken at 10 locations, and these surveys provided data on vehicle weight, commodity distributions and commodity tonnage flows. Also, data were collected on empty and through truck movements.

Finally, a series of recommendations were made for developing an on-going truck data collection/monitoring program. This includes conducting truck counts on every screenline once every six years, development of a guidance

document for future classification counts, partnering with local agencies that conduct truck counts, and conducting additional arterial counts.

5.0 COMMENT PERIOD

There were no public comments.

6.0 NEXT MEETING

The next regular GMAC meeting will be:
Wednesday, October 16, 2002
9:30am-11:30am
SCAG Offices, San Bernardino Conference Rooms A&B

7.0 ADJOURNMENT

The meeting was adjourned at 11:00am.